

SR 20, Sharpe's Corner to SR 536

Comments on the Preliminary Preferred Alternative

WRITTEN COMMENTS

DATE	NAME	ADDRESS	COMMENT
6/26/02	John Pope (to Don Munks)	Tesoro Petroleum	<p>Don, as we discussed at the public hearing on the latest recommended changes to Hwy 20, the following would make the high speed corridor proposal much more truck-friendly:</p> <p>Option 2 (T-overpass at Sharpe's Corner, overpass at Drive-in) is overall the best option, but the truck access from W. March Point Rd. to Hwy 20 eastbound is too residential and unnecessarily exposes Summit park to truck traffic. Suggestion: Add an eastbound onramp at the South end of the overpass. Should be cheaper than improving the roads in Summit Park (much cheaper, since those roads have low hanging wires, narrow lanes, no shoulders and drainage ditches). Also avoids turning this section of roads into a thoroughfare.</p> <p>If this single improvement is made then the refinery-bound heavy truck and crane traffic can be designed to work. Trucks would exit Hwy 20 westbound at Thompson Rd, turn left onto S. March Point Rd., then right onto W. march Point Rd. (will need larger radius turns fro long wheelbase traffic). Trucks leaving the refineries would take the overpass off of S. March Point rd. and immediately clover into the eastbound Hwy 20 via an accelerator lane. As long as all turns are checked for the largest cranes and longest tractor-trailers, we will be able to safely move hazardous cargos and construction equipment into and out of the refineries.</p>
6/27/02	Richard Bergner	15515 Yokeko Drive Anacortes, WA 98221 360.299.2579	The option for SR 20 that I prefer is the High Speed Corridor: Posted speed 55+ mph, Option 2---Sharpe's Corner T-interchange and overcrossing west of Thompson Rd.
7/5/02	William J. Mihelich	Bill & Marlene Mihelich [mihelich@fidalgo.net]	<p>I was at the meeting in Anacortes having to do about the changes on RT. 20. As it is now they tell the drivers there are stop lights ahead. I suggested that the yellow flashing caution lights on RT. 20 be changed so they tell drivers the lights are changing from green to yellow. This would allow drivers time to slow down before reaching the light. I believe this would save lives as well as stopping some accidents.</p> <p>I feel the T-interchange is the best solution at Sharps Corner unless the DOT could get the money for a modified clover leaf. This is the same system that Canada has.</p>